

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Subgroup
May 4-5, 1998
RECOMMENDATION DOCUMENT

FAA Control # 98-01-209

SUBJECT: Consolidated STAR Items Transferred from the Charting Portion

BACKGROUND: *The original issue paper is not available electronically.*

INITIAL DISCUSSION (Meeting 98-01): During the Charting portion of ACF 97-2 it was agreed that the following charting agenda items: 94,95,96,97,98,99,100, and 101 would be transferred to the Instrument Procedures Subgroup. The 98-01 Procedures Subgroup co-chair agreed to accept these items under the common # 98-01-209. AFS-420 and ATO-120 will jointly work the issue. **ACTION: AFS-420 and ATO-120.**

MEETING 98-02: Howard Swancy, AFS-420, briefed that this item is serving as a placeholder for 8 issues transferred from the charting portion. The issues were originated by ATPAC which seems odd insofar as both SID and STAR design and charting were an air traffic responsibility at the time the papers were submitted. User groups have been concerned about the development process and charting of arrival and departure procedures and believe that there is a general lack of understanding of the tasks required to fly some procedures. They ask that procedure design policy and charting standards be reviewed, and the appropriate policy/criteria orders be updated to enhance system safety. The review should focus on complexity and flyability, turbojet/non-turbojet overlays, block or narrative charting format, use of both hard and expected altitudes in the same procedure, landing direction restrictions, number of transitions, and NAVAID use. It was noted during the discussion that Order 8260.46 (DP's) transferred responsibility for departure procedures (including the former SID's) to AFS for policy and AVN for development. The transference of STAR responsibility is still undergoing coordination between ATO-100, AFS-400 and AVN-100. Bill Mosley, ATO-120, noted that the issue of using both 'hard' and 'expected' altitudes (Issue 97-02-097) has been resolved - to be published in FAAH 7110.65 and the AIM in January 1999. Continued study by AFS-420, ATO-120 and AVN-160 is required. AFS-420 will take the lead and report at the next meeting. **ACTION: AFS-420.**

MEETING 99-01: Howard Swancy, AFS-420, briefed that consideration is underway to transfer STAR policy responsibility to AFS-400 and STAR development responsibility to AVN-100. A lively discussion ensued over the complications that occurred and the confusion that still exists when responsibility for SID's was transferred from ATS to AFS/AVN. Mike Riley, NIMA, stated that the current Order 8260.46 which eliminated the term SID in favor of DP was not coordinated, nor agreed to by the military services, rather unilaterally done by the FAA. Al Palmer, USAASA, affirmed this. Kevin Comstock, ALPA, and Randy Kenagy, AOPA, also noted that their organizations were against eliminating the term SID. The DOD and ALPA is concerned that elimination of the term SID has

created confusion and training issues among military, civil and foreign pilots operating in US airspace. Bill Mosley, ATO-120, supported the current (DP) concept; however, the majority of the group disagreed stating that the term DP should be applied to obstacle departures (formerly IFR Departure procedures) and the term SID retained to indicate a departure is in support of ATC. Bill Hammett, AFS-420, noted that Order 8260.46 is currently under revision and suggested that all agencies forward written input to AFS-420 for consideration. Also see comments under Issue 92-02-102. AFS-420 & ATO-120 will continue to work the issue and report at the next meeting. **ACTION: AFS-420 and ATO-120.**

MEETING 99-02: Howard Swancy, AFS-420, briefed the status of transferring OPI for STAR policy from AAT to AFS and STAR development responsibility from AAT to AVN. The transference has been on a slow track so as not to create confusion as was done when DP's were transferred. Tom Meyer, ATP-402 (AMTI), briefed that Air Traffic has developed a revised draft of Order 7110.9 and suggested that AAT, AFS and AVN work jointly to push this effort along. Bill Hammett, AFS-420 (ISI), requested that a copy of the ATP draft be forwarded to AFS-420 and AVN-100 for review. **Action: AFS-420 and ATP-402.**

MEETING 00-01: Tom Meyer, ATP-402 (AMTI), briefed the status of transferring OPI for STAR policy from AAT to AFS and STAR development responsibility from AAT to AVN. There was a meeting of concerned offices in Oklahoma City on February 24 to discuss specific concerns and resources. Order 7110.11, is in re-write to support RNAV procedure development around regional implementation teams with AFS, AVN and AAT representatives. The stated goal is to have a single process and order for DP/STAR procedure development. Order 7110.9, *Standard Terminal Arrival Routes*, will be placed on hold pending resolution of Order 7110.11. **ACTION: ATP-402.**

MEETING 00-02: An ATP-402 representative was not available to discuss the issue. Discussion continued to the next meeting. **Editor's Note:** *ATP-402 provided a status update paper on the issue after the meeting as follows:* "Update: FAA Order 8260.XX, will partially replace order 7110.11A. Other sections of the 7100.11A will be included in the new STAR Order, 7100.9C. Working with AVN, AFS, ATP; a draft order has been circulated and will be sent out for formal coordination with the agency shortly. The STAR Order (7100.9) is awaiting publication of the 8260 order to complete the change and align procedure design and development to the new regional airspace/procedures team design. Transfer of the STAR Order (7100.9) is pending staffing increases at AVN/AFS. **ACTION: ATP-402.**

MEETING 01-01: Gary Powell, ATP-104, briefed that the new STAR order is in final draft. The proposed order should address this issue. No target date for publication was offered. **ACTION: ATP-104.**
